



Hongkong Daily Press.

ESTABLISHED 1857.

No. 16854, 號四十五百八千六萬一第 日三十二月三年子壬 HONGKONG, THURSDAY, MAY 9TH, 1912. 四拜禮 號九月五年二十百九千一英港香

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Kowloon, 25th April, 1912. [a36]

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ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

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P. O. Box, 54. Telephone No. 12.

DEATH.

On May 8th, at London, Claude Wilford, infant son of Mr. and Mrs. A. H. SKELTON, aged 11 months.—By cable. [688]

HONGKONG OFFICE: 10A, DES VOGES ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 9th, 1912.

We read much now-days of Socialism in Japan. Although the word "Socialism" is anathema to Japan, circumstances have forced her to adopt measures which come dangerously near to the proposals of those following the dreaded doctrine. There is indeed a lack of unanimity among Socialists as to the ideal conditions to be aimed at, but certainly one section looks forward to the State being the sole employer, the sole capitalist and the sole profit-taker. Japan has progressed to a certain extent towards this ideal, and it appears highly probable that circumstances will continue to press her forward still further. The history of State enterprises in Japan is a curious one. When the country was opened to foreign trade, and Japan began to realise what advance had been made in material civilisation by Western countries, it was felt that to bring the country on a physical level with the leading nations of the world, it was necessary that this material civilisation should be absorbed as quickly as possible. Japan, however, was in the curious position of having few, if any, capitalists, and a total lack of experience. In these circumstances the only course to be pursued was for the Government to be both the capitalist and the initiator. Various State enterprises were therefore started, foreign experts engaged and Japanese sent abroad at

Government expense. For a time Japan went to school and showed a remarkable aptitude for learning her lessons. Later the possibilities of the form of co-operation known as limited liability were perceived and private enterprises came into existence, some of them even running in opposition to the State concerns. It was not then any part of the State policy, however, to establish monopolies or generally carry on State manufactures in opposition to private undertakings, and as it was seen that a spirit of enterprise had been started, and the people gone out of leading-strings, the Government began to gradually retire from the field. It retained for itself the first railway built in Japan and certain factories connected with the Army and Navy, but otherwise it seemed that the days of State enterprises were over. After the war with China, however, the Government reversed its policy, the direct cause being the need of money, although generally other reasons were offered. Thus the State camphor monopoly, the first to be established, was said to be to preserve the industry, which the reckless destruction of trees had endangered. However this may have been, the monopoly was established, and was followed by a Tobacco monopoly and a Salt monopoly. Then, after the Russo-Japanese war, the railways were nationalised—except a few which were too poor to be worth taking over. Following on the example of the Government, the large municipalities also began to acquire existing enterprises or to establish new ones, such as tramways, electric lighting plant, etc. Various other State monopolies have been suggested and will no doubt in time come into existence, such as sugar, tea, and life insurance. Thus the policy which led the Government to abandon its State enterprises has been reversed and the State is rapidly becoming the largest capitalist and biggest employer of labour in Japan. As stated above, the reasons for this change of attitude are to be found in financial considerations. Direct taxes are always unpopular, and even before the war with Russia the Government felt great diffidence in imposing any additional burdens on the people. Monopolies, on the other hand, offered sources of revenue which were likely to meet with small opposition. Even the nationalisation of railways is believed to have been accomplished for financial reasons, as providing a sound security for any future loan that Japan might have to raise on an emergency. In the case of the railways, however, some pressure brought to bear on the Government resulted in their being placed to special account. That is to say, any profits resulting from the working of the railways are not added to the general revenue, but are placed to the railway account, to be used solely in improving the service, building new lines, paying interest on railway loans, etc. It may be a coincidence, but more probably it is the result of this special arrangement, that the railways have been the most successful of the State enterprises undertaken under the new policy. When the nationalisation scheme was put into practice some rather gloomy forebodings were expressed, founded on past experience of the Government railways, as to the result of the scheme. These forebodings have happily not been justified, chiefly, it may be said, on account of the special arrangement under which the railways are run. The same cannot be said of the other monopolies, however, which, even as mere money-making concerns, have hardly been justified. It remains true in Japan, as everywhere else in the world, that any State or Municipal enterprise which is run merely for purposes of revenue is certain to prove more or less a failure, both from the financial and the industrial point of view. The failure from the financial standpoint is generally obscured by raising the price of the output. Thus since the State Tobacco Regie has been established in Japan, the price of tobacco has gone up considerably, the raising of prices being found necessary to make the monopoly a paying concern. It is declared that the quality has not improved, but has, rather, shown a deterioration. Thus the monopoly which was created to avoid the imposition of further direct taxes, has really resulted in the imposition of a much higher tax, since practically all Japanese, of both sexes, indulge in tobacco. The same is true in regard to the Salt monopoly. In the Camphor monopoly, which is practically confined to Formosa, the industry in Japan having been killed, special circumstances have prevented even ostensible success being shown. The camphor manufactured is largely for export and thus prices are affected by the general demand and the industrial conditions of the world. To maintain prices at a high figure in these circumstances is impossible, with the result that the revenue from the monopoly has undergone great fluctuations, ranging from £100,000 to £4,700. The question has been raised whether, in view of the small amount of profit, it is worth while maintaining the monopoly, but it is somewhat

easier to start such a monopoly than to relinquish it. On the whole, it may be said that the bulk of Japanese business men are wholly opposed to the Government system of monopolies, on the ground that not only are they an expensive method of raising taxes, but also that they interfere with industrial activity, since it is never certain what industry the Government will next take under its wing. Thus the Socialistic experiments of Japan, if they may so be called, are not popular, although, in view of the financial conditions, their abandonment is a very remote possibility.

For being a member of the Triad Society, a Chinese was yesterday sentenced to six weeks' imprisonment.

The annual report of the Union Church has been published. It states that the treasurer's statement shows a credit balance of \$5.01.

We have been informed by the Colonial Secretary's Office that the Government of French Indo-China has declared Hong-kong infected with plague.

Two mendicants had a fight in the street at Wanchai on Tuesday which ended in one being injured so badly that he had to be removed to the Hospital.

On Tuesday, a boy was knocked down at Shaukiwan by a motor car belonging to the Exile Garage. He was badly injured about the head and had to be sent to the Hospital.

Several dead bodies were picked up in the Colony on Tuesday, death in two cases having been due to plague. One body was found floating in the waters of the harbour near Green Island.

Mr. K. Matsuda, who has for several years been the agent of the Toyo Kisen Kaisha in Hongkong, has been promoted to Yokohama. Mr. S. Morimoto has been appointed agent in Hongkong.

The directors of the Seremban Rubber Co., Ltd., recommend a final dividend of 20 per cent., while the directors of the Sungei Choh Syndicate have recommended a final dividend of 12½ per cent.

A seizure of arms and ammunition was made by L. S. Willis on the s.s. *Mangolia* yesterday morning consisting of one Winchester rifle, 300 rounds of ammunition, and one dozen automatic revolver magazines. A Chinese was arrested for being in possession.

The Hongkong and China Gas Co. has declared a final dividend of 5 per cent. and a bonus of 1 per cent., tax free, making 11 per cent. for the year; £3,500 is placed to general reserve, and £1,000 to reserve for exchange fluctuations, leaving £18,377 to be carried forward.

Notice is given in our advertising columns of a special meeting of the Hongkong General Chamber of Commerce to be held on the 20th inst. for the purpose of nominating a member of the Chamber to fill the place of the Hon. Mr. E. A. Hewitt, C.M.G., during his nine months' leave of absence.

Two well-known, highly respected, and very popular members of the community left the Shanghai Settlement last week in Mr. and Mrs. W. Bright, who are undertaking a two years' trip to the home-land by way of Australia, New Zealand and the Cape. Mr. Bright has seen over thirty years' service in the Customs, being on the statistical staff for 32 years, while for many years past he has occupied the position of manager of the foreign literary staff.

The practice of snatching hats, especially Panama straw hats and others of some little value, is becoming rather common in some parts of Chinatown. Yesterday morning Inspector Diamond charged a Chinese with the theft of a hat from a man who was riding along the street in a ricksha. The prisoner came up behind the ricksha and snatched the hat from the man's head. He was sentenced to three months' imprisonment and four hours' in the stocks.

An almost incredible incident, which reminds one of the dangerous times of the recent revolution, occurred last week on the river near Yochow, says the *Hankow Daily News*. The steam launch *Li Ho* of Messrs. Carlowitz and Co., flying the German flag, while on her way from Changsha to Hankow and conveying some foreign members of the firm, was fired at from a couple of junks full of Chinese soldiers. Though the steam-launch stopped to allow the soldiers to come on board, these incessantly fired at her and the shower of bullets—about 40 shots—gave the passengers and crew a hot time. One shot went through the coat of the launch and escape was only made possible by the launch going at full speed. The incident was reported to the Customs House at Chenglin, as well as to the German Consul at Hankow, who sent a strong protest to General Li Yuan-zung.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

STRIKE OF P. & O. SEAMEN.

LONDON, May 8th.

The directors of the P. & O. Steamship Company have refused the demand of the Sailors and Firemen's Union to increase the number of white seamen. Consequently the men's officials have called out all the men on the P. & O. liners at Tilbury.

The directors, while refusing the demands of the men, affirm that they are prepared to carry out their obligations under the law. They are willing to accept any slight modification of the existing system, but defend their position under the Merchant Shipping Act.

A special meeting of the transport workers has been telegraphically summoned to support the action of the men's leaders.

THE MINIMUM WAGE ACT.

LONDON, May 8th.

The South Wales District Board, of which Lord St. Aldwyn is chairman, has given its first decision under the Minimum Wage Act, granting the underground labourers an advance of three-pence per day. The men are dissatisfied, and a conference of the Miners' Federation has been summoned.

MINERS RECEIPTS AND EXPENDITURE.

LONDON, May 8th.

A statement made by the financial secretary of the Northumberland Miners Association shows that the expenditure in the course of two and a quarter years has exceeded the income by £150,000 including £70,000 paid during the recent strike.

BRITISH DOCTORS AND THE INSURANCE ACT.

LONDON, May 8th.

A compromise is being arranged between the Government and the doctors by which the latter secure a capitation fee of about 8/- under the Insurance Act. If the new terms are accepted the medical profession gains about one and a half million sterling.

BRITISH IMPORTS AND EXPORTS.

LONDON, May 8th.

The imports for the months of April increased by £8,584,127, but there was a decrease in the exports of £2,805,329. The principal increases in the imports were on cotton, silk and leather. The decreases in exports were, coal £1,838,062, iron and steel, £1,041,557, wool, £291,000, cotton, £203,000.

AMERICAN PRESIDENTIAL ELECTION.

LONDON, May 8th.

Reuter telegraphs a correction to the effect that Maryland should be read for Ohio in the previous message which stated that Roosevelt had secured 40 delegates to Taft's 14 in the primary elections.

AMERICAN-CANADIAN RECIPROCITY.

LONDON, May 8th.

At question time in the House of Commons Sir Edward Grey announced that Mr. Bryce would return to Washington in September.

EAST AFRICAN STEAMBOAT SERVICE.

LONDON, May 8th.

The Union Castle Line has placed an order at Glasgow for a passenger and cargo steamer for the East African service.

INDIAN INDENTURED IMMIGRATION.

LONDON, May 8th.

Mr. Byles asked in the House of Commons whether there was any official information as to the recruiting of Indian labourers for Damaraland, and if so what were the conditions.

Sir Edward Grey said that he had heard that the Government of Damaraland had granted permission to the local chamber of mines to import Indians for employment in the mines. He referred Mr. Byles to the reply of Mr. Montagu, Under-Secretary of State for India, for a statement of the conditions under which the Government of India would allow indentured emigration.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE DEBATE.

LONDON, May 8th.

On the resumption of the debate on the second reading of the Home Rule Bill, Mr. Austen Chamberlain denied that the Bill was a remedy for the congestion of the House of Commons, which would have continually to thresh out the questions settled in Dublin with the added complication that their action might mean the reversal of the decision of the semi-independent Irish Parliament. The military danger was profound, the financial danger was great, and he was not prepared that others should run into danger which he in England would not share. If Ulster resisted, public opinion would not allow Ulster to be dragged, and "you and your Bill will then go to wreck in the storm which you have caused."

Mr. Samuel defended the financial provisions. It was only just, he said, to provide for the deficit at the outset. When the Irish revenues increased and the deficit covered the case could be re-opened and Ireland given larger financial control. He was glad that Mr. Chamberlain had repudiated the frenzied appeals of Ulster to resort to violence. In the course of the debate all the larger arguments of policy had been in favour of the Bill: the petty ones were against it.

Mr. R. J. McMorde, the Mayor of Belfast, said it was absurd to belittle the movement in Ulster to raise an army. The trouble would start before the Bill was enacted. Every man in Ireland able to afford it possessed a rifle or a revolver. There were 100,000 revolvers in the hands of Unionists in the North of Ireland, while the Nationalists had between 200,000 and 300,000.

The most notable of the other speakers were Mr. Neil Primrose and Mr. W. E. Gladstone, who supported the Bill.

DISTURBED TIBET.

LONDON, May 8th.

Referring to recent contradictory reports from Tibet, the *Times* hints that the irresolution of the Dalai Lama and his continued lingering at Kalimpong are due to the report of the advance of a strong relief force upon Lhasa from Batang. It fears that if the force succeeds in reaching Lhasa there will be severe reprisals upon the rebellious. Lhasa has not to fear Chinese troops alone, but also the Eastern Tibetan tribes whom the Chinese are said to have raised. The *Times* adds that the chief responsibility rests upon the unhappy refugee at Kalimpong, whose intrigues and breaches of the treaty brought the British force to Lhasa and paved the way for a substantial restoration of Chinese suzerainty. If the Tibetans do not now accept the domination of China we can do nothing to help them. If, on the other hand, they succeed in emancipating themselves from Chinese control we will certainly not repeat the involuntary aid given to China by the Lhasa expedition. We went to Lhasa to redress our own grievances and not to destroy the qualified independence of an ancient and not unkindly race.

A BRAVE ABORIGINAL.

LONDON, May 8th.

It is gazetted that the Albert Medal has been conferred on an aboriginal of the Roper River, Australia, for saving the life of a police trooper, who was taking him to the police station, and to whom he was chained. The trooper was carried off by the current while swimming, the river.

THE MISSISSIPPI FLOODS.

LONDON, May 8th.

A New Orleans telegram states that the Mississippi floods cover an area of 875 square miles. The agricultural losses in Louisiana alone amount to nearly two millions sterling. The sufferings of the people are terrible, and unless boats are hurried to the remote districts, it is feared that hundreds of people will have perished.

[THROUGH REUTER'S AGENCY.]

THE NAVAL MANOEUVRES.

LONDON, May 8th.

Crowds gathered at Weymouth yesterday, despite the fact that the rain and fog obliterated the fleet. Disappointment was expressed at the non-arrival of the King, who was fogbound at Yarmouth, Isle of Wight.

THE NEW GERMAN MINISTER TO LONDON.

LONDON, May 8th.

Reuter's correspondent at Berlin telegraphs that Baron von Bieberstein, the former German Minister at Constantinople, who is to replace Count Metternich in London, has arrived and had a conference with the Imperial Chancellor.

R. G. KNOWLES SEASON.

As witty and full of humour as ever, Mr. R. G. Knowles, though he did not have a very big audience to work on at the Theatre last night, had no difficulty in keeping his auditors thoroughly amused. Mr. Knowles is really irresistible, and possesses that happy knack of raising a laugh even before he opens his mouth. He told a number of very funny stories, which he said he had heard on the P. & O. steamer coming out. He also related his well known anecdote about the old negro and the judge. In the first half of the programme it seemed as if his fund of quips and humorous sallies was inexhaustible, and needless to say, the audience wanted more when he made his exit. Mr. Knowles is supported by a strong company of talented artists, including Miss Marie Terry, a dainty singer of refined songs, Miss Winifred Johnson, described as the "Kubelik of the Banjo," and who is undoubtedly a fine performer on that most difficult of instruments. Associated with the principal are also Kelly and Ashby, a duo of acrobats who certainly put the billiard table to strange uses. Miss Terry is also associated with Mr. Bentley in a comic sketch entitled "The Cadets."

The performance, which will be repeated to-night, was attended by H.E. the Acting Governor, Hon. Mr. Claud Severn, and party.

THE "TITANIC" DISASTER.

JAPANESE SURVIVOR'S STORY.

New York, April 18th.

The Japanese papers publish the following telegram:—Mr. Hosono, of the Japanese Railway Bureau, who is one of the survivors of the *Titanic* disaster, arrived here last night on board the *Yamashiro*. He states that on the night of the disaster the weather was so calm and there was no fog. It was so calm, however, that he went to bed with extra clothing on. About ten o'clock he was awakened by a thud in the bows of the ship. Not thinking that anything serious had happened, he was about to go to sleep again when one of the crew brought him a life-belt and told him to go up on deck. He immediately put on a coat and, covering himself with a blanket, went on deck. There he heard the strange sounds produced by the firing of green rockets—the signal of distress—and the spectacle that met his eyes was most weird, the green light being reflected in the dark sky. The vessel had not yet shown any signs of a list, but the deck was already crowded with passengers, who, however, showed no signs of haste or panic.

Two officers, with revolvers in hand, superintended the operations for leaving the ship, and ordered the women and children and the sick to enter the boats first. When all were transferred to the boats, there still remained an empty boat on the starboard side. Mr. Hosono says he felt inclined to rush to the boat, but the reflection that he was the only Japanese passenger on board made him shrink from what he considered an act of cowardice. When, however, the boat was filled with men and was being lowered, one of them cried out that there was still room left for two or three people in the boat. No sooner was this cry heard than one man swiftly jumped into the boat, and Mr. Hosono instinctively followed. The next moment he found the boat already floating on the great ocean. The *Titanic* still towered high above them, and was seen to be slowly sinking by the head.

When the boat in which Mr. Hosono got away was about 600 yards away from the ill-fated vessel, they heard the explosion of the boilers, and amid dreadful sounds and pitiful cries the 1,000 remaining aboard the *Titanic* disappeared in the vortex beneath the waters. This was after two o'clock in the morning, and the survivors remained in the boats shivering in the cold for some seven hours, until early in the morning they were relieved to see the *Carpentaria* coming to the rescue.

At dawn the survivors saw three icebergs lying not far away, like so many evil spirits. Until then they knew nothing about the cause of the wreck. The boat was full of people, and there was not room for any one to lie down. There were only eight boats each for the first and second class passengers, and two of them were swallowed up in the vortex as the *Titanic* sank, while another was capsized. Only thirteen boats, therefore, were picked up by the rescuers.

ON THE FERRY.

A MIDNIGHT EXPERIENCE.

The time was midnight. I had been having a late night at the office and the red signal at the ferry wharf made me do the hundred yards in record time to catch the launch. The whistle was blown, but I managed to dash on board before the gangway was raised, and entered the cabin a little breathless. Four soldiers were already there. Two of them had their heads out of the window addressing some invisible persons to the effect that they were British soldiers and were good enough to associate with anybody. I scented trouble.

As I sat down one of the soldiers withdrew his head from the window and looked at me with the suspicion of a tear in his eye. Then he summoned up his courage to address me. Coming over to where I was seated he asked, "Would you mind shaking hands with me, sir?"

Being of an amiable disposition I cheerfully replied, "Certainly, if it does you any good."

He seized my hand. There was no doubt about the shake. He hung on to it and then placing his disengaged hand on my shoulder exclaimed confidentially, "Do you know what you are?"

"No," I replied with a little curiosity. "You're a man: that's what you are."

"Thank you. It's very kind of you to say so."

"Yes, you're a — good man."

I tried to disengage my hand, but he had something more to impart to me. "I'm only a soldier. They've got no use for us, these civilians, these gentlemen. Gentlemen, they call themselves. Ah, they have no use for us except when there's some fighting to do. We're men. I haven't had any fighting yet, but I am ready to do my little bit."

"I'm quite sure of it."

"You're a good man, and if you want anybody to stand up for you, I'm your friend."

"Thank you, very much. I won't forget it."

"These gentlemen think we're not fit to be in the same room with them. But do you know, sir, I was in a better position than any of them. It was in a silly mad moment I joined the army. (Weeps.) I did not know what I was doing. Many a time I could cry when I think of what I might have been."

"Shut up, Jimmy," came the order from one of his companions in the rear. This speaker then came forward and disengaging Jimmy's hand seized mine in a grip which was stronger and sweeter than Jimmy's. The new-comer relieved his feelings on the subject of gentlemen who would not occupy the same room with them, and after listening to much dissertation I was allowed to sit down.

The other civilian passenger in the cabin was a middle-aged Japanese who smiled good-humouredly at the soldiers, which prompted one who had not spoken to me to open up a conversation with the Japanese.

"How are thee doin'?"

"To Kowloon."

"Of course, you're goin' to Kowloon. That's the way the boat's goin'."

"Aw."

"You're a Jap, ain't you?"

"Yes, I am a Japanese."

"Good fellows, you Japs. Japan and England. Nobody can beat an Englishman. I'm an Englishman. Well, perhaps I'm not an Englishman. My father was Irish. He was born in Cawk. I was born in 'Ackney. Do you know Cawk?"

"I do not understand."

"What! you don't know Cawk? Cawk in Ireland. Well, then, you know 'Ackney?"

"No, I do not know—I do not understand."

"Well, this gentleman 'ere reading a book knows 'Ackney. You know 'Ackney, sir?"

I looked up from my book and admitted that I knew 'Ackney.

"There you are. He knows 'Ackney."

Fortunately I was not invited to further conversation. A fresh discussion was opened up by the trio on the seat by one declaring that the Yorkshire Light Infantry was the best regiment in the British army for sport, for discipline, and for men.

"And Yorksheer is the best county for football. Barnsley won the English Cup."

"They shouldn't ha' won it. Bromwich Albion was four goals better than them."

"I don't care, Yorksheer's the best blankety blank."

"Mind your language. There's the sergeant on board."

"Ooh."

With that the majority subsided into a moody silence, and the voyage was completed in peace.

The proceeds of the benefit in aid of the sufferers by the loss of s.s. *Titanic*, given at the Victoria Theatre recently, amounting to £67 13s. 5d., were forwarded to the Lord Mayor of London yesterday.

LOCAL SPORT.

HONGKONG CRICKET CLUB.

On Saturday, the 11th inst., the annual lawn tennis match between the Hongkong Cricket Club and Ladies' Recreation Club will be played on the Cricket ground, play to commence at 4.45 p.m.

The following players will represent the Cricket Club:—Messrs. R. and H. Hancock, Mr. R. D. Stewart and Capt. C. A. James, 126th Bal., Capt. F. J. Bowen, A.P.D., and Mr. A. R. Sutherland.

The Ladies' Recreation Club will be represented by the following:—Messrs. H. A. Nisbet and H. R. Phillips, Capt. M. F. Day, K.O.Y.L.I., and Capt. G. T. Brierley, R.A., Capt. R. D. Crawford, R.A., and Mr. C. Willson.

At the conclusion of the above match Miss Enid Hutton Potts will kindly present the prizes to the successful winners of the recent tournament.

GOLF.

The results of the monthly competition played on May 4th are as under:—

CUP.			
*Mr. G. S. Archbutt	79	4	75
*Mr. M. A. Murray	79	4	75
Mr. K. M. Cumming	78	5	78
Rev. Foster Pegg	78	1	79
Capt. Johnston	88	5	80
Mr. R. M. Smith	82	2	80
Mr. Bulmer Johnson	92	12	80
Capt. Spicer	89	9	80
Mr. J. H. Ferguson	85	4	81
Mr. H. H. J. Gompertz	97	16	81
Mr. S. S. Moore	96	12	84
Mr. A. C. E. Elborough	97	11	86
Mr. R. E. O. Bird	102	16	86

*Tie for Cup.

POOL.			
*Mr. G. S. Archbutt	79	4	75
*Mr. M. A. Murray	79	4	75
Mr. F. Harrison	91	14	77
Rev. Foster Pegg	78	1	79
Capt. Johnston	88	5	80
Mr. R. M. Smith	82	2	80
Mr. Bulmer Johnson	92	12	80
Capt. Spicer	89	9	80
Major Caulfield	86	5	81
Mr. H. H. J. Gompertz	97	16	81
Mr. A. C. E. Elborough	97	11	86

*Tie for Pool.

51 Entries.

THE SHANGHAI RACES.

Yesterday's results were as follows:—

1—THE GREAT NORTHERN PLATE, Seven furlongs.

Mr. Elms' Mahatma (Johnstone) 1

Mr. Ellis Kadoorie's Durbar Chief (Birchall) 2

Mr. F. B. Marshall's Cypress Tree (Burkill) 3

Time, 1min. 47secs.

2—THE RUBICON PLATE, One mile and a quarter.

Mr. F. B. Marshall's Rose Tree (Burkill) 1

Mr. R. Macgregor's The Knight (Shaw) 2

Messrs. Winsome and Hasty's The Kestrel (Jones) 3

Time, 2min. 39-2-5secs.

3—THE SHANTUNG STAKES, One mile and a quarter.

Messrs. Coutts and Midwood's Dunelmia (Johnstone) 1

Mr. Higgy's Valhalla (Burkill) 2

Mr. Jordan's Clapham (Rowe) 3

Time, 2min. 40-2-5secs.

4—THE PARI-MUTUEL STAKES, One mile and a half.

Mr. G. D. Coutts' Carlisle (Dalgleish) 1

Mr. Robinson's Cecile Rose (Burkill) 2

Messrs. Winsome and Hasty's The Cormorant (Jones) 3

Time, 3min. 15-1-5secs.

5—THE RACING STAKES, One mile.

Mr. Habitant's Halite (Cumming) 1

Mr. F. B. Marshall's Orange Tree (Burkill) 2

Mr. Ellis Kadoorie's Durbar Chief (Birchall) 3

Time, 2min. 04-4-5secs.

6—THE YANGTZE CUP, One mile and three quarters.

Mr. F. B. Marshall's Persimmon Tree (Burkill) 1

Mr. Perry's Perhaps (Laurence) 2

Mr. Ruby's Kiang Wan (Crichton) 3

Time, 3min. 50-2-5secs.

7—THE MANCHU STAKES, One mile and a quarter.

Mr. John Peel's Gone Aloft (Johnstone) 1

Mr. Solway's Red Cloud (Moller) 2

Mr. Marshall's Mango Tree (Burkill) 3

Time, 2min. 41-1-5secs.

8—THE CONSOLATION CUP, One mile and a quarter.

Mr. Perry's Per (Laurence) 1

Mr. Durgor's Just-in-time (Cumming) 2

Mr. Lieutand's As de Trefle (Owner) 3

Time, 2min. 40-4-5secs.

9—THE CHAMPION SWEEPSTAKES, One mile and a quarter.

Mr. F. B. Marshall's Willow Tree (Burkill) 1

Mr. Lamerton's Marengo (Rowe) 2

Mr. Marshall's Cherry Tree (Crichton) 3

Time, 2min. 35-1-5secs.

10—THE NIL DESPERANDUM CUP, Seven furlongs.

Mr. John Peel's Terraughtie (Johnstone) 1

Messrs. Winsome and Hasty's The Petrel (Jones) 2

Mr. Habitant's Bornite (Cumming) 3

Time, 1min. 47-4-5secs.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, May 7th.

CHANGES IN THE GOVERNMENT.

Mr. Chan Sui Pak, the Commissioner of Foreign Affairs, tendered his resignation the other day, and Mr. Wu Hon Man, the provincial president, has appointed Mr. Lo Poon Fai, the vice-commissioner under Mr. Chan, to take up this important post. Mr. Chan Sui Pak is one of the ablest men in all the ranks of the new officials, and it is expected that he will go north to a position in the Central Government. He has worked very hard for the revolution and was at one time, like Dr. Sun Yat Sen, living with a heavy price on his head. Mr. Lo, the new Foreign Secretary, has shown great ability while he has been in the office and the change will not weaken the Government in the least. It is also reported that Mr. Wong, the Commissioner of Industries, has resigned, having been appointed to take up this part of the Government at Peking.

STATUE TO SUN YAT SEN.

A movement is afoot at present inaugurated by some of the societies and guilds to erect a statue or a bronze casting of Dr. Sun Yat Sen to commemorate the fall of the Manchu Dynasty and to be a lasting tribute to the leader of the movement from his own countrymen. It has also been arranged that the "Imperial Temple of the Ching Dynasty" in Canton shall be transformed and called by the name of Ki Kang Chung Yuen, and there tablets are to be erected in memory of those who fell in the Revolution.

ANNIVERSARY OF ASSASSINATION OF TARTAR GENERAL.

Saturday was celebrated as the first anniversary of the death of Wun Sang Choi, who assassinated the late Tartar General Fu Ki, and a large number of people made their way to his tomb to sacrifice and pay honour to his memory. This is evidently to be made an annual red-letter day in Canton, and Wun is looked upon as a great hero.

SUMMER UNIFORMS.

A grant of \$88,100 has been made by the Government to fit out the soldiers on Police duty with summer uniforms. These initial expenses in every line are hitting the Government pretty badly, but once they have put in a year and gained experience things ought to go much smoother.

THUNDERSTORM ON SATURDAY NIGHT.

A very severe thunderstorm attended by heavy rain broke over the city on Saturday night and Sunday morning early. The lightning was quite close at hand and the peals of thunder sounded ominous. A building at the west end of Honam caught fire and blazed away merrily despite the torrents of rain. This is one of the severest thunderstorms that have occurred for a number of years.

CHANG KWING MING.

It is stated on the best authority that Chan Kwing Ming, the late Governor who resigned and left his post so quickly and unexpectedly a short time ago, is again in Canton and has taken up the position of Commander-in-Chief of the forces in Kwangtung. This follows out the statement which was made in these columns some days ago that it would not be long before we saw Mr. Chang back again in what was his original position.

DISBANDED LEADERS.

The more important leaders of the disbanded soldiers have been granted a pension which will be paid monthly until further notice. Yesterday this amount was paid to a considerable number who appeared in the yamen dressed in long cloaks instead of uniform as formerly.

THE NEW COMMISSIONER OF EDUCATION.

Fu Cheung, the Educational Commissioner, has resigned his post, and in his place has been appointed Mr. Chung Wing Kwong, who is at present the head Chinese teacher in the Christian College at Honam. Mr. Chung has a very good reputation in educational circles, having obtained several Chinese degrees. He is a Christian and has been in the College in Canton for some years. Last year he made a tour in America and has just shortly returned. He is a good master of English as well as Chinese, and it is expected that educational matters will be greatly improved in Canton under his guidance.

SHAMEEN.

Yesterday being the Anniversary of the King's Accession all the gunboats in the river were dressed.

There are at present in the River H.M.S. *Chio* and *Robin*, U.S.S. *Calico*, S.M.S. *Tungtan*, the French *Vigilante* and the Japanese *Tji*.

Preparations are being made to hold a celebration on His Majesty's Birthday a month hence, and given good weather a splendid gala day will be the result.

LOAN FOR THE SHANGHAI MARKET.

Messrs. Diederichsen, Jebsen & Co. have concluded a loan of \$5,000,000 with the Chinese Chamber of Commerce to relieve the Shanghai market, the guarantee for which loan has been taken over by the Peking Central Government.

SUPREME COURT.

IN SUMMARY JURISDICTION.

Wednesday, May 8th.

BEFORE MR. H. H. J. GOMPERTZ (PUISSIE JUDGE).

DISPUTED OWNERSHIP OF A BICYCLE.

S. A. Laxman sued H. S. Dowood for the return of a bicycle alleged to have been wrongly taken by defendant from plaintiff, or, in the alternative, the sum of \$80, the value of the machine.

Mr. Gardiner appeared for the plaintiff and Mr. D'Almada e Castro for the defendant.

Mr. Gardiner—I don't know whether the proof of ownership is on the plaintiff, because it has been admitted that the bicycle was taken away from the plaintiff.

His Lordship—First of all, is it admitted that it is the plaintiff's bicycle?

Mr. D'Almada—We claim that it is our bicycle.

Mr. Gardiner—It was in our possession when it was taken away.

His Lordship—You say it is your property?

Mr. Gardiner—Yes.

His Lordship—Then the onus is on you.

Mr. Gardiner then briefly stated the facts of the case. It appeared that the bicycle was brought to the plaintiff by a young man, who afterwards turned out to be a son of the defendant. He offered the machine to the plaintiff for \$50, but after bargaining it was sold to him for \$25, the young man signing a receipt for \$50 on the suggestion of the plaintiff, who said he might want to sell it again.

The vendor then asked for the loan of the bicycle, in order to ride out to West Point. He returned the machine on the following Sunday. Soon after its return, two Chinese, accompanied by the young man, came to plaintiff's shop, and claimed the bicycle, saying that it had been stolen by the young man. The case was taken to the Magistracy, and the young man admitted to the police that he had stolen the bicycle. The prosecutor, however, did not attend the Court, and the defendant was discharged. The defendant in the present action, who claimed to be the owner of the machine, then came to plaintiff's shop and took the bicycle away.

His Lordship—I think the defendant would have been better advised to have paid the \$50, but I don't see that you have any case at all.

His Lordship added that unless Mr. Gardiner could prove that the young man had any authority to sell the machine, he had no case.

Judgment was given for the defendant with costs, and leave for the plaintiff to bring another action.

COVERING THE PACIFIC WITH WIRELESS.

The Bureau of Steam Engineering has had experts for the last year and a half working on the problem of properly covering the Pacific Ocean with wireless communication. They have just submitted their report, which is to the effect that the Pacific can be covered with wireless so as to have communication at any time of night or day, the whole project to cost about \$1,000,000. Guarantees have already been obtained from the wireless companies that they will install apparatus that will do this.

This brings up two important questions.—The interference by private wireless stations and the secrecy of Government messages.

It is stated that the first problem has been solved by recent experiments. These experiments have shown that by changing the wave length of the different stations communication can be had through interference of any kind.

As to the other problem, secrecy can be obtained through the use of codes. The code of the navy, for example, is secret. None but commissioned officers have access to this code. And, moreover, it is frequently changed.

There would have to be several high-power stations to cover the whole Pacific. To be sure, Key West occasionally talks to Alaska; but messages of this kind are freaks, and get through only occasionally and under unusual conditions.

It is stated that there should be stations at Colon, San Francisco, Hawaii, Samoa, Guam and the Philippines.

The station on the northern end of Luzon would control ships anywhere in the North Pacific and ships in the Chinese and Japanese waters. The station at Guam could relay to Hawaii. This is the only link that the bureau is not ready to guarantee at any time. It may be necessary to put a station on Midway Island.

With these high-power stations in operation there would be little doubt of constant communication, as wireless efficiency is constantly developing and improving. For example, a large amount of business is now done between Key West and Colon as satisfactorily as by cable.

It is to be hoped that these wireless stations will be established. With Japan as she is and the Pacific the centre of a gigantic struggle for commercial supremacy, such a system may be worth many millions at any moment.—*Chicago Inter Ocean*.

CORRESPONDENCE.

A NATIONAL CHURCH FOR CHINA.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

May 5th, 1912.

SIR,—A few days ago your leading article dealt with the recent Conference at Shanghai and the question of a National Church for China. I do not propose to criticise that article in general or in detail, but perhaps you could find room in your columns for a few thoughts suggested by it.

"The religion of Jesus has probably always suffered more from those who have misunderstood than from those who have opposed it."—*Professor Henry Drummond*.

"Love, St. Paul tells us, is the fulfilling of the law. Christ's sermon on the mount differs from all contemporary Jewish teaching; so also it is impossible to compare it with any other system of morality. The difference here is one, not of degree, nor even of kind, but of standpoint. Every moral system is a road by which through self-denial, discipline and effort men reach the goal. Christ begins with the goal, and places his disciples at once in the position to which all other teachers point as the end. They work up to the goal of becoming the children of the Kingdom. He makes men such freely, and of His grace; and this is the Kingdom. What others labour for, He gives. They begin by demanding, He by bestowing, because He brings good tidings of forgiveness and mercy."—*From "Broken Bread."*

"The grim distinction (between the spiritually living and dead) must be retained. It is a scientific distinction. 'He that hath not the Son hath not life.' Now it is this great law (that to live spiritually we must be born from above) which finally distinguishes Christianity from all other religions. It places the religion of Christ on a footing altogether unique. There is no analogy between the Christian religion and, say, Buddhism or the Mohammedan religion. There is no true sense in which a man can say, 'He that hath Buddha hath life. Buddha has nothing to do with morality. He may stimulate, impress, teach, guide, but there is no distinct new thing added to the souls who profess Buddhism. These religions may be developments of the natural mental or moral man. But Christianity professes to be more. It is the mental or moral man plus something else or some one else. It is the infusion into the spiritual man of a New Life. This constitutes the separate Kingdom of Christ, and gives to Christianity alone of all the religions of mankind the strange mark of Divinity.'—*Professor Henry Drummond in Natural Law in the Spiritual World*.

I think these three quotations will help to make my purpose in writing clear, viz., that there is much misunderstanding of the Christian religion, and even amongst Christians themselves. Thus men fail to understand its essential difference to all other religions and how compromise with other religions is impossible. But worse than this; many earnest seekers after Truth are misled, fine moral men though they may be, and by unconscious prejudices the eyes of their spiritual understanding are closed. They fail to see the gift of Eternal Life offered so freely from above, with the fullness of Love, Joy, and Peace here, and a life of Blessedness beyond our understanding hereafter, when the pretty things of this earth are no more.—Your Obedient Servant,

WELL-WISHER.

THE NEXT BOSNIA.

A COMMENT ON THE CHINA LOAN.

The *Daily Graphic* of the 12th April contained the following editorial note:—

"We were apparently not far wrong in the interpretation we placed on the Russian conditions for participating in the Chinese Loan. The vagueness of the St. Petersburg summary is cleared up by the Tokyo version published to-day. From St. Petersburg we were told that the loan was not to prejudice Russia's 'special interests' in Manchuria, Mongolia or Western China. What was meant by these 'special interests'?" So far as Manchuria is concerned the Tokyo telegram tells us quite clearly—"the exclusion of that province from the operations of the loan syndicate." It follows from this that Japan claims rights in Manchuria in derogation of Chinese sovereignty, since she denies the right of China to pledge the resources of the province or otherwise to make use of them in connection with her loan operations.

This is another passing of the *status quo* far more unscrupulous and wilful than the last one. In the case of Bosnia there was at any rate the excuse of a European mandate and an occupation which for thirty years had been effective and wholesome. The Far Eastern Bosnians, however, have not even been occupied as yet by their Russian and Japanese claimants, who have nothing more than certain railway rights in one of them, and for the rest have pledged themselves most solemnly and quite recently to respect the "integrity and independence" of China. What will Sir Edward Grey do? He can scarcely judge the violation of treaties less severely in the Far East than in the Near East, unless he is disposed to accept Mr. Kipling's suggestion that east of Suez "there ain't no Ten Commandments," and all its consequences.

INTIMATIONS

SKIN BURNED LIKE FIRE WITH ECZEMA

On Face. Scratched Until It Bled. One Box of Cuticura Ointment Cured Her. Also Used It to Cure Her Grandson of Eczema.

"I feel it my duty to tell what good Cuticura Soap

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and cannot be sent to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35, Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

IT IS HEREBY NOTIFIED that Mr. S. MORIMOTO has been Appointed AGENT of the TOYO KISEN KAISHA at HONGKONG with effect from this date, on the transfer of Mr. K. MATSUDA to YOKOHAMA.

TOYO KISEN KAISHA.
King's Buildings,
Hongkong, 9th May, 1912. [685]

WANTED.

AN ASSISTANT in WINE and IMPORT Firm, must have thorough knowledge of BOOKKEEPING. When applying state Salary required.
Apply—
M. V. F.,
Care of "Daily Press" Office,
Hongkong, 2nd May, 1912. [686]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A SPECIAL MEETING of the Members will be held on MONDAY, 20th MAY, 1912, at 4 o'clock P.M., in the Chamber Room, ST. GEORGE'S BUILDING, to nominate a Member of the Chamber to fill the place of the Hon. Mr. E. A. HEWETT, C.M.G., during 9 months' leave of absence granted to him by H.E. THE OFFICER ADMINISTERING THE GOVERNMENT. Notice in writing of the names of Candidates and of their proposals and secondaries to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.
By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 9th May, 1912. [687]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"DEVANHA,"
Captain W. E. Hickey, will leave for Shanghai TO-DAY, the 9th inst., at Noon.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 9th May, 1912. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 8th May, 1912. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. "Macedonia,"
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 8th May, 1912. [1]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled at specially low rates quoted for large quantities.

[423]

NEW ADVERTISEMENTS

DEUTSCHE Männer und Frauen als Mitarbeiter für eine Monatschrift gesucht. Auch kleine Beiträge werden angenommen und honoriert. Adressen erbittet.
DR. HERMANN VON STADEN,
München No. 23.
6841

PUBLIC COMPANIES

HEADWATERS MINING COMPANY INCORPORATED.

NOTICE IS HEREBY GIVEN that a MEETING of the HONGKONG SHAREHOLDERS (whether registered or unregistered) of the HEADWATERS MINING COMPANY will be held at the Office of Messrs. DEACON, LOCKER & DEACON, Prince's Buildings, TO-DAY (THURSDAY), 9th May, at 4.30 P.M., for the purpose of considering the financial position of the Company.
BY ORDER,
Hongkong, 6th May, 1912. [669]

ANGLO-JAVA ESTATES, LIMITED.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10, Canton Road, Shanghai, at 4 P.M. on MONDAY, the 13th MAY, 1912, when the Directors Report and Statement of Accounts for the Nine Months ended 31st December, 1911, will be presented. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 13th May, both days inclusive.
By Order of the Directors,
J. A. WATTIE & Co., Ltd.,
Secretaries and General Managers.
643

JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LTD.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10 Canton Road, Shanghai, at 4 P.M. on WEDNESDAY, the 15th of May, 1912, when the Directors Report and Statement of Accounts for the year ended 31st December, 1911, will be presented. The TRANSFER BOOKS of the Company will be closed from the 6th to the 15th of May, both days inclusive.
By Order of the Directors,
J. A. WATTIE & Co., Ltd.,
Secretaries and General Managers.
644

INTIMATIONS

WHANGPOO CONSERVANCY BOARD.

NOTIFICATION No. 35.

TENDERS are hereby invited for the DREDGING, TRANSPORTING and DEPOSITING of Four Million Cubic Yards (large measure) more or less in the lower Whangpoo River.
Printed Copies of the Contract, Specifications and Map of the work, as well as printed forms for Tendering may be obtained at the Board's Offices, 6, Kiang Road.
The above-mentioned forms must be used for all Tenders, and no Tender will be considered that does not contain satisfactory answers to each of the 22 questions enumerated in these forms regarding the Plant, Personnel, etc., to be employed for the work.
Tenders, marked "DREDGING CONTRACT" and addressed to the WHANGPOO CONSERVANCY BOARD, should be delivered at the Board's Offices before Noon, May 31st, after which no Tenders under any circumstances will be received.
The Board does not bind itself to accept the lowest or any Tender.
WHANGPOO CONSERVANCY BOARD.
Shanghai, 1st May, 1912. 678

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be hired for Picnic Parties by the Hour or Day.
Apply for Terms to the Manager,
H. HAYNES.
Hongkong, 1st March, 1912. [389]

YOSHIMITSU & Co.,

No. 9, BEACONFIELD ARCADE (Opposite the City Hall).

DEALERS in Leather Goods, such as TRAVELLING TRUNKS, GLADSTONE and other BAGS, &c., &c.
The only Leather Goods Store in the Colony.

We respectfully beg to announce to the General Public of Hongkong that the above Store is now Open at the above address, and solicits their inspection and kind patronage.
Hongkong, 4th May, 1912. [665]

BUTTER. BUTTER.

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

REDUCTIONS!!

"DAISY" BRAND ... 80 cts. per lb.
"DAIRYMAID" ... 75 " "
"BUTTERCUP" ... 70 " "
"PASTRY" ... 65 " "

THE DAIRY FARM CO., LTD.

Hongkong, 8th May, 1912. [1]

INTIMATIONS

LANE, CRAWFORD & CO. OUTFITTING DEPT.

NEW SHIRTS

BEST QUALITY ZEPHYR NEAT STRIPES. FINE WHITE LONGCLOTH EXTRA LIGHT. AERTEX CELLULAR WITH SOFT CUFFS ALL LONDON MADE AND PERFECT FITTING.

MUSIC DEPT.

PIANOS, NEW AND SECOND HAND.

BROADWOOD, BRINSBARD, COLLARD, SQUIRE, CHALLEN, ALLISON, DORNER, ETC.

SALE OR HIRE. EASY TERMS.

Old Pianos taken in exchange.

LANE, CRAWFORD & CO.

FOR SALE

FOR SALE.

DERINGTON, 7-Roomed House, Park Road, beautiful situation. For Terms, apply to—
C. SCHROTER,
Care of Messrs. GARRER, BORNES & Co., King's Buildings, 11th Fl., Hongkong, 10th July, 1911. [125]

FOR SALE, With or Without Furniture.

"TOR OREST," No. 8, The PHAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.
Apply—
LIVESTAD & DAVIS,
3rd floor, Alexandra Buildings,
Hongkong, 7th March, 1912. [416]

CLEARANCE SALE.

(FOR 30 DAYS ONLY)

SILK FANCY GOODS

of all kinds.

At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS!

D. CHELLARAM,

56, Queen's Road, Hongkong, 27th April, 1912. [624]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES

CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.

WREATHS with Glass Shades from \$4 up
BROWN, JONES & Co.,
41, Morrison Hill Road.
Telephone 423.
Hongkong, 18th October 1911. [776]

JUST RECEIVED:

STAMPS OF CHINA

PORTUGAL AND COLONIES with

"REPUBLIC" SUBCHARGES.

GRACA & CO.

HONGKONG HOTEL BUILDING, PEDDER STREET, HONGKONG.
432

JUST UNPACKED!

"CLYTIE"

LATEST SHAPES.

IMPROVED SHAPES. SANITARY HAIR GOODS.

Frizzettes, Waved Mohair and Crepe.

Hair Rolls, Hair Frames, New Turban, Round Bun Frame, Watch Spring Frames.

Light Brown, Mid Brown, Dark Brown and Black and Bandeau and Elegant Effective Hair Ornaments.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central, Hongkong, 6th May, 1912. [50]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS:—
Sinking ... \$1,500,000 at 2%—\$15,000,000
Sinking ... \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

E. SHERRIN, Esq.—Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
Andrew Forbes, Esq. G. H. Modhurst, Esq.
G. E. Frieland, Esq. W. L. Pattenden, Esq.
O. S. Gubbay, Esq. Hon. Mr. C. H. Ross
G. E. Laurens, Esq. H. A. Siebs, Esq.
F. Lieb, Esq.

CHIEF MANAGER:

Hongkong—N. J. STARR.

MANAGER:

Shanghai—E. E. H. HUNTER.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, 21st February, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000

RESERVE FUND ... £1,650,000

RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000

SUBSCRIBED ... 1,125,000

PAID UP ... 562,000

RESERVE FUND ... 365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Calcutta, Bombay, Cebu, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 29th March, 1912. [938]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (\$1,250,000)

Paid up Capital Fl. 12,401,050 (\$1,033,421)

Reserve Fund Fl. 3,522,157.01 (\$271,013)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4½ per annum.

6 months 3½ " "

3 months 3 " "

O. WOLDHING, Manager.

No. 2, Des Voeux Road Central, Hongkong, 15th August, 1909. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 48,000,000

PAID-UP CAPITAL ... Yen 30,000,000

RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Amoy, Hankow, Hongkong, Kobe, Lyons, Shanghai, Singapore, Swatow, Tientsin, Yokohama.

HONGKONG OFFICE: 3, Des Voeux Road, Hongkong.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [637]

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [443]

ENTERTAINMENTS

BIJOU SCENIC THEATRE.

FLOWER STREET.

THE HOME OF THE LATEST PICTURE PLAYS.

WHERE EVERYBODY'S GOING NIGHTLY.

AT 7.15 P.M. AND 9.15 P.M. EVERY EVENING.

Lessee and Manager: R. H. STEPHENSON.

Hongkong, 1st May, 1912. [647]

VICTORIA THEATRE.

THE FINEST FILMS IN THE COLONY.

Two Performances: 7.15 P.M.—FILMS ONLY—7.15 P.M.

9.15 P.M.—FULL PROGRAMME—9.15 P.M.

DEBUT OF THE CELEBRATED SKETCH ARTISTS.

FRED—GRAHAM AND DENT—NELLIE.

From the Gaiety Theatre, London.

The Fifth Avenue Theatre, New York, and The Williamson Circuit in Australasia.

COMING! COMING! Debut in a Few Days: THE POPULAR AND FAVORITE ARTISTS, SAM GALE and the Queen of Infantile Soufrettes, Little "RADIE."

Return Visit of THE BRENNANS, Champion International Dancers.

Hongkong, 9th May, 1912. [58]

SCENIC RAILWAY.

THE same as was shown at the Hongkong University Bazaar, is NOW OPEN to the Public, at the OLD LADY OFFICE in Queen's Road (opposite the foot of D'Agular Street).

NEW PICTURES EVERY SATURDAY.

The New HYDRAULIC SCREEN renders the scenes so perfectly that passengers may go ROUND THE GLOBE with all the thrill and excitement of a railway journey in the record time of HALF AN HOUR.

TIME TABLE.

EVERY DAY:

ORDINARY TRAINS at 6 p.m. and every half hour till 9 p.m.

SPECIAL TRAINS at 8.30 p.m., 10 p.m. and 10.30 p.m.

EXTRA AFTERNOON TRAINS, Every Day, at 2 p.m. and every half hour till 4.30 p.m.

Fare 50 cents.

Children under 12 years of age half fare.

THE COOLEST SHOW IN THE EAST!

ICED AIR PROVIDED.

Hongkong, 8th May, 1912. [671]

NEW THEATRE.

KAW U FONG.

TO-NIGHT! TO-NIGHT!

AT 9 P.M.

THE GREAT Raymond

MASTER OF MIRACLES,

will appear in a GRAND CHANGE OF PROGRAMME.

PRICES: 35, 32, 31 and 50 cts.

Hongkong, 6th May, 1912. [672]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA

OCHI, MUTABE YOSHINOTANI,



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG,
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

As a Rule
you find that the longer
people have used it, the
less inclined they are to
go without it.

**Calvert's
Tooth Powder**

They know—they can tell from
their teeth—how well the denti-
fice does what they want, that
food particles are never allowed
to accumulate round teeth which
are kept so beautifully clean.
Then it contains the antiseptic
properties needed, and it polishes
without scratching the enamel,
and is distinctly pleasant to use.

Your local Chemist or Store
is sure to stock and sell it.
F. C. CALVERT & Co., Manchester, Eng.

471-1

**MARTIN'S
APIOL-STEEL
PILLS**

A French Remedy for all irregularities
of the system. It is a sure cure for
all cases of Indigestion, Flatulence,
Headache, Neuralgia, Rheumatism,
Gout, Gravel, and all other diseases
of the system. It is a sure cure for
all cases of Indigestion, Flatulence,
Headache, Neuralgia, Rheumatism,
Gout, Gravel, and all other diseases
of the system.

**MARTIN'S
APIOL-STEEL
PILLS**

**FOR
NERVOUS EXHAUSTION**

LOSS
of
MEMORY
and
DEBILITY
and
to
feed
the
NERVES

**CHAPOTEAU'S
PHOSPHO-GLYCERATE OF LIME**

It increases vital energy and nerve
force, cures Neurasthenia, Dyspepsia,
Anemia, and nervous diseases in adults
and children.

IN CAPSULES, IN WINE, AND IN SYRUP

ON SALE
AT THE
**HONGKONG DAILY PRESS
OFFICE.**

NEW AND UP-TO-DATE
**PLANS OF THE SI-KIANG
OR
WEST RIVER.**

PRICE ONE DOLLAR.

Having all the Important Towns on route
from CANTON to KICHOW.

COMPANY MEETINGS.

THE YANTZKE INSURANCE ASSOCIATION,
LIMITED.

The twenty-second ordinary general meeting of shareholders was held in the offices of the Company, The Bund, Shanghai, on the 30th ult. Mr. J. M. Young occupying the chair. There were also present: Messrs. H. J. Sack, C. W. Wrightson, W. S. Livingstone, and the Secretary, Mr. W. S. Jackson. After the notice calling the meeting had been read, the Chairman said:

Gentlemen.—The report and accounts for the year ended on December 30th, 1911, having been in your hands for some time, may, I presume, be taken as read, but before formally proposing the adoption and passing of same I propose to make a few remarks, as customary on these occasions, on the course of our business since we met on April 11th, last year. I will be as brief as possible and not take up more of your time than is necessary in explaining those figures in the report and accounts, which I think may interest you. Your directors are pleased to be able to present to you an account showing, what they feel sure you will consider, satisfactory results, taking into consideration the fact that we have passed through a year characterised by the Revolution in China, war in Europe, labour strikes in England and other countries and by serious disasters to many first class steamers. I will first refer you to the working account 1910 and former years. The balance at credit of the account is \$253,852.87 and your directors hope you will accept the division of that balance as recommended in the report, viz.:

A dividend of 20 per cent. to shareholders (\$120,000 per share) \$144,000

To credit of R/Insurance Re-

serve Fund 50,000

To credit of building reserve fund 10,000

leaving a balance to be carried forward

of \$49,652.87, which, although not so large

a balance as carried forward last year, is,

we consider, more than sufficient to meet

any outstanding known losses and claims

against 1910 and former years.

Reserve funds.—The reserve fund re-

mains at \$1,000,000, and the R/Insurance

reserve fund, which has been increased

during the year by \$9,903.91, will, with the

addition of the \$50,000 proposed in the

report, amount to \$488,405.32. The build-

ing reserve fund, after being credited with

the \$10,000 as recommended in the report,

will amount to \$50,000.

Working Account 1911.—The net premi-

um earned during the year ended December

30th, 1911, after deducting all return

premiums, R/Insurance premium, etc., amount

to \$1,409,127.74, which is a falling off of

\$112,491.97 as compared with the previous

12 months. I think it is hardly necessary

for me to explain the reason for that fall-

ing off, as most of you, being merchants

and business men, are aware of the fact

that 1911 was a year characterised by

almost universal depression in business,

not only in China but in many other parts

of the world. I feel satisfied that not-

withstanding the falling off in the amount

of premium earned by the association dur-

ing last year, we have a larger number of

constituents than ever before, and I think

we only have to wait for the Government

of China to be settled and confidence in

the money market and business circles to

be restored to confirm my statement and

prove that the association is still going

ahead by showing a larger premium in-

come year by year. The balance at credit

of working account 1911 amounts to

\$814,635.81, and although this shows a de-

crease of \$122,127.13 as compared with

the previous year, I am pleased to say

the losses and claims pending settlement

and also the risks unexpired are consider-

ably less than they were at this time last

year, and your directors feel quite satis-

fied in recommending the payment of a

special dividend of 20 per cent. (equal 5%

on the paid-up capital) out of interest

earned during 1911, which, with the di-

vidend of 20 per cent., as recommended in

the report to be paid out of the balance

for working account 1910 and former

years, will make a dividend to share-

holders of 25 per cent., which I feel sure

you will consider satisfactory.

Exchange and investment fluctuation

account.—This account, after being debi-

ted with \$42,064.56 to meet the depreciation

in the valuation of the association's

gold and silver investments on December

30th last, shows a balance at credit of

\$693,805.44. The amount invested in loans

**WM. POWELL,
LTD.**

TELEPHONE 346.

**DRAPERS MILLINERS,
OUTFITTERS,**

**COMPLETE HOUSE
FURNISHERS, etc.**

**NEW ADDRESS,
12, DES VŒUX ROAD CENTRAL.**

(Opposite their Old Premises).

Wm. Powell, Ltd.,

636

for, will be realised in the very near future, and that not only the association, but its shareholders, its constituents and friends, will all benefit thereby, and that 1912 will be a prosperous year for us all. In conclusion I now come to what has always been the pleasantest part of my duty at these annual general meetings of the shareholders, and that is to report the Board's uninterrupted satisfaction with the business of the association has been conducted by Mr. Jackson and our most excellent staff. I have also great pleasure in stating that under Mr. Blackwell in London our business shows satisfactory expansion. At all our agencies in different parts of the world we are happy in our representatives. Although the accounts submitted to-day show that the results so far ascertained are not quite equal to those of the last year's, they are only very little behind, and as the pending and estimated losses of 1911 are smaller than last year may even improve upon present showing. I think under the circumstances the results are wonderfully good and enable shareholders to receive the same dividends as for some years past and that you will mark your appreciation by voting a bonus to the staff, the same as last year, a resolution to which effect I shall have the pleasure of submitting in due course.

Before placing the resolution for passing the report and accounts before you, I will ask the secretary to read the auditors' report on same, as that is now required by the new Ordinances of Hongkong.

**GLENSHIEL RUBBER ESTATES
COMPANY (LIMITED).**

SATISFACTORY RESULTS AND ENCOURAGING PROSPECTS.

The Fourth Annual General Meeting of the company was held on the 11th ult. at Winchester House, E.C., Mr. Edward Lawrence Hamilton (chairman of the company) presiding.

The Secretary (Mr. Percy E. L. Taylor) read the notice convening the meeting. The Chairman, in moving the adoption of the report, said that the result of the year's working disclosed a profit of \$3,864, which he hoped would be considered satisfactory.

Having referred to the figures in the balance-sheet, he said it was estimated that it would require about a further \$5,000 to bring to maturity the existing cultivated area. The crop of rubber harvested in 1911 was 89,055lb. and the gross price realized was 5s. 3-6d. per lb. The general manager's original estimate was 100,700lb., and the shortage was therefore 20,605lb., which might be a little disappointing to some of them, but, as stated at their last meeting, the board's instructions were that on no account were the trees to be harvested in order to get the estimate; safe tapping must be done at any cost.

In a year of abnormal drought such as had been experienced in 1911 moderate tapping was more than ever necessary. It was not until October that the trees really recovered from the effects of the prolonged dry weather, and this was borne out by the fact that the yield for the last three months of the year was 33,761lb., against 55,334lb. for the previous nine months. The general manager's estimate for the current year was 185,500lb. This was a considerable increase to look for and, although the general manager appeared to be confident that he would get it, he (the chairman) was inclined to put the estimate at a somewhat lower figure, especially as the output for the first three months of the year was 33,761lb., against the general manager's estimate of 39,500lb. for that period.

Taking the same percentage of shortage over the whole year, the total crop should be 158,000lb., which, if attained, should be considered as quite satisfactory. The cost of the rubber harvested worked out at just under 2s. 10d. per lb., free on board, which was undoubtedly high. It was due partly to the expensive clearing up of the estates, and it was also accounted for, in a large measure, by the drought affecting the yield from the young trees, and as they were aware, they had as yet practically no old rubber giving high yields per tree to help to reduce the average cost per lb.

THE YIELD OF RUBBER.—The average number of trees tapped during the year was 73,698 and the average yield per tree was 1-2lb. As the yield per tree increased the cost per lb. should decrease rapidly, and he was glad

to say that there was a marked reduction in the cost for January and February of this year. The shareholders had been advised of their forward sales of rubber, and the position at this date was that they had sold and delivered of this year's crop 6,827lb. at an average gross price of 5s. 0-4d. per lb., and there remained to be delivered this year under forward contracts 26,008lb. at an average price of 4s. 8-4d. per lb. They had also sold, for delivery during January to December of next year, 23,850lb. at an average price of 4s. 8-4d. per lb. During the year a survey of the planted area was made by Messrs. Kinney and Sons, a well-known firm of surveyors, and the result of their work showed a surplus area under cultivation of eight acres. The only extension undertaken during the year was 12 acres adjoining the assistant's bungalow on Sungei Tankas, which was opened up principally on the grounds of health. The position at the end of last year was 1,223 acres under rubber and 1,046 acres uncultivated. They did not contemplate any extensions during the year, but they had a considerable area which was available for extension, and their policy should be gradually to extend out of profits the cultivated area to 1,700 or 1,800 acres, and thereby reduce the capital cost per acre to about £20. He believed they would be able to do this and give very satisfactory dividends. The capital cost to date was £28 12s. 6d. per acre—a very low figure. They had definitely decided to join with the Inch Kenneth and other companies in a joint factory scheme and in a scheme for the establishment of a central hospital, both of which would be advantageous to their company. The factory company had been registered in Selangor as the Kajang Central Rubber Factory (Limited), and their company had subscribed for 2,000 shares of \$10 each. A very favourable site had been acquired almost adjoining Kajang Railway Station, and it was proposed to connect the factory with the railway station by a siding, which would mean a large saving in transport and the handling of the crop. It was hoped to have the factory in running order by June next. The estimated capital expenditure for this scheme was based on a contribution of 87 per cent. cultivated acre. The proposed contribution by their company was \$8,560, or, say, £1,000. Mr. William Duncan, the general manager of the Straits Rubber Company, visited the estate in February last, and reported the Glenshiel Estate to be in excellent condition and the growth of the trees to be excellent. On Sungei Tankas Estate he said the growth of the trees was also good, and, generally speaking, he saw a great all-round improvement since his visit in February, 1911.

Mr. E. A. Bennett seconded the adoption of the report, which was adopted without discussion; and a dividend of 20 per cent. having been declared the proceedings terminated.

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[128

TO LET

TO LET.

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Large Dining Room, Thirty Bedrooms and

Eighteen Bathrooms. Plans to be seen at our

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This BUNGALOW could be divided to suit

Two Small Families, giving each a Dining

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Apply—**A. S. WATSON & Co., Ltd.,**

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NILE	11,000	TUESDAY	14th May, at 1 P.M.
WINGOLIA	27,000	TUESDAY	21st May, at 1 P.M.
PERIA	9,000	TUESDAY	11th June, at 1 P.M.
KORFA	18,000	TUESDAY	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY	2nd July, at 1 P.M.
CHINA	17,200	TUESDAY	9th July, at 1 P.M.
MANCHUBIA	27,000	TUESDAY	16th July, at 1 P.M.
NILE	11,000	TUESDAY	30th July, at 1 P.M.

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DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYASAKI MARU Capt. T. Murai	9,000	WED. DAY, 22nd May, at Daylight.
	KITANO MARU Capt. F. E. Copp	9,000	WED. DAY, 5th June, at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tominga	7,000	TUESDAY, 21st May, at 4 P.M.
	KAMAKURA MARU Capt. K. Asakawa	7,000	TUESDAY, 4th June, at 4 P.M.
SEATTLE	YOKOHAMA MARU Capt. N. Noda	7,000	About 1st June, from KOBE.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekina	6,000	FRIDAY, 10th May, at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th June, at Noon.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. —	7,000	MONDAY, 13th May.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	7,000	THURSDAY, 23rd May.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	WED. DAY, 5th June, at Noon.
SHANGHAI, MOI and KOBE	COLOMBO MARU Capt. —	5,000	WED. DAY, 22nd May.

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1912 PASSENGER SEASON 1912

STEAMERS	TONS	CAPTAIN	FROM HONGKONG
MIYASAKI MARU	9,000	T. Murai	May 22nd
KITANO MARU	9,000	F. E. Copp	June 5th
IYO	7,000	R. Takeda	June 19th
INABA MARU	7,000	S. Tominga	May 21st
KAMAKURA MARU	7,000	K. Asakawa	June 4th
TAMBA	7,000	S. Wada	June 18th

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	Yokohama Return.	Kobe Return.	Moi Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

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STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 10th May, 4 P.M.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 20th May, 4 P.M.

For Freight or Passage apply to SHEWAN, TOMES & Co., General Managers, Hongkong 2nd May, 1912. PHILIPPINES S.S. Co. [13]

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MONTHLY FAST DIRECT SERVICE TO TRIESTE.
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S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.
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Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste Venice, £25 1st, £36 2nd Class. No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
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S.S. "E. FRANZ FERDINAND," 12,300 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 1st June.
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Mimosa, armoured cruiser, 9,800 tons, 14 guns, 11,000 h.p., Capt. B. E. F. Bartlett, M.V.O., Colombo.
Moore, river gunboat, 180 tons, 2 guns, 1,100 h.p., Lieut. Comdr. G. P. Leith, West River.
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Pegasus, protected cruiser, 2,135 tons, 1,100 h.p., (7,000 F.D.), Comdr. F. H. Mitchell, Weihaiwei.
Prometheus, 3rd class cruiser, 2,135 tons, 1,100 h.p., 6,000 Comdr. P. H. Warleigh, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. J. G. Mackinnon, Shanghai.
Robin, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Allan Dixon, West River.
Rosario, depot ship for submarines, 950 tons, 1,100 h.p., Lt. Commr. N. E. Archdale, Hongkong.
Salspe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.
Taku, torpedo boat destroyer, 305 tons, 1,100 h.p., 6,000, Lt. Commr. Brickenden, Hongkong.
Tamar, receiving ship, 4,550 tons, 6 guns, Commodore Eyre, Hongkong.
Teal, river gunboat, 120 tons, 2 guns, 800 h.p., Lieut. Comdr. Hon. Guy Stopford, Chungking.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. B. N. Cottrell-Dormer, Hankow.
Usk, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. B. V. Bluet, Hongkong.
Virago, torpedo-boat destroyer, 39 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Harold D. Adair, Hongkong.
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. F. A. Reyne, Hongkong.
Weland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. T. R. Chambers, Hongkong.
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SHIPPING IN PORT.

STEAMERS.
CARL DIEDERICHSEN, German str., 774, Ch. Jurgenson, 1st May—Hoihow 30th April, General—Jensen & Co.
CRINUA, British str., 1,350, W. Benson, 5th May—Shanghai 2nd May, General—Butterfield & Swire.
CHOWAI, German str., 1,115, W. Rehor, 4th May—Bangkok 20th April, Rice and Teakwood—Butterfield & Swire.
DAIGI MARU, Japanese str., 846, Y. Somakawa, 1st May—Tamsui via Amoy and Swatow 20th April, General—Osaka Shosen Kaisha.
DIWANA, British str., 3,460, W. J. Bishop, 4th May—Singapore 20th April, General—David Sassoon & Co.
EXPRESS OF JAPAN, British str., 3,030, S. Robinson, R.N.A., 28th April—Vancouver 5th April, Mails and General—C. P. R. Co.
FUKUKA MARU, Japanese str., 1,946, S. Kumawaki, 6th May—Moi 30th April, Coal—Mitsui Bishi Goshi Kaisha.
GREYHOK, British str., 2,275, E. E. Williams, 5th May—London 18th March, General—Shewan, Tomes & Co.
GUTHRIE, British str., 2,338, F. H. Gambell, 1st May—Sydney via Manila 28th April, General—Butterfield & Swire.
HAIDUN, British str., 615, A. H. Stewart, 7th May—Swatow 6th May, General—Douglas, Laiprak & Co.
HAIKONG, British str., 1,395, Evans, 5th May—Swatow 4th May, General—Douglas, Laiprak & Co.
HALDIS, Norwegian str., 1,065, G. Solberg, 4th May—Bangkok and Swatow 3rd May, General—Chinese.
HANOT, French str., 1,200, G. Bouhier, 6th May—Pakhoi 4th May, General—A. R. Marty.
HITACHI MARU, Japanese str., 4,163, Y. Yamawaki, 6th May—Shanghai 3rd May, General—Nippon Yusen Kaisha.
HOKONOR, British str., 8,566, R. S. Bambridge, 6th May—Singapore 1st May, General—Chinese.
HOPKINS, British str., 1,359, J. M. Hay, 1st May—Calcutta 14th May, General—Jardine, Matheson & Co.
IYO MARU, Japanese str., 3,918, R. Takeda, 7th May—Singapore 2nd May, General—Nippon Yusen Kaisha.
JOHANN, German str., 252, H. Island, 4th May—Hoihow 4th May, Rice and Pig—Jensen & Co.
KAIJO MARU, Japanese str., 1,292, Y. Yamamoto, 4th May—Swatow 3rd May, General—Osaka Shosen Kaisha.
NIKIO MARU, Japanese str., 2,430, M. Yagi, 6th May—Manila 4th May, General—Nippon Yusen Kaisha.
KWANGSE, British str., 1,297, Plunkett-Cole, 1st May—Weihaiwei 25th April, General—Butterfield & Swire.
KWANTAH, Chinese str., 1,538, Stewart, 4th May—Shanghai 1st May, General—Chinese.
LAERTES, British str., 1,350, C. E. Page, 3rd May—Saigon 29th April, Rice and General—Chinese.
LIAN, British str., 1,352, Williams, 2nd May—Shanghai 28th April, General—Butterfield & Swire.
LOONGSANG, British str., 1,059, W. G. G. Leask, 7th May—Manila 4th May, General—Jardine, Matheson & Co.
LOOSK, German str., 1,002, Schultzen, 7th May—Saigon 3rd May, Rice—Mellchers & Co.
O. J. D. ARLERS, German str., R. Gromen, Shanghai 1st May, General—Hamburg-Amerika Linie.
PROFIT, Norwegian str., 900, Olsen, 5th May—Saigon 1st May, Rice—Aagaard, Thorsen & Co.
SENZA, British str., 3,171, W. Grimes, 6th May—Singapore 20th April, Kerosine Oil—Standard Oil & Co.
SINGAN, British str., 1,047, F. Jamieson, 6th May—Hongay 2nd May, Coal—Butterfield & Swire.
SUWANG, British str., 1,776, M. Picknell, 1st May—Calcutta 22nd April, General—Jardine, Matheson & Co.
TANPAK, German str., 1,802, Bucking, 6th May—Saigon 2nd May, Rice—Butterfield & Swire.
YASHING, British str., 1,424, S. J. Payne, 6th May—Hongay 4th May, Coal—Jardine, Matheson & Co.
YAWATA MARU, Japanese str., 3,813, J. Sekino, 7th May—Japan 1st May, General—Nippon Yusen Kaisha.
ZAFIRO, American str., 2,024, M. C. Smith, 7th May—Manila 4th May, General—Shewan, Tomes & Co.

SHIPPING

ARRIVALS.
 ANSHU, British str., 1,550, J. B. Harris, 5th May—Shanghai 5th May, General.
 ANPING, Chinese str., 1,158, McShannon, 5th May—Shanghai 5th May, General—Chinese.
 BOMBEY MARU, Japanese str., 3,393, T. Noguichi, 7th May—Singapore 1st May, General—Nippon Yusen Kaisha.
 DAIJIN MARU, Japanese str., 899, D. Fuchigami, 8th May—Swatow 7th May, General—Osaka Shosen Kaisha.
 DEVANNA, British str., 4,755, W. R. L. Hickley, 8th May—Bombay 24th April, General—P. O. S. N. Co.
 HAICHING, British str., 1,293, W. C. Passmore, 8th May—Swatow 7th May, General—Douglas, Lapraik & Co.
 KYODO MARU, Japanese str., 219, Morishiki, 8th May—Dairen 2nd May, General—Mitsui Bussan Kaisha.
 MAEYU, German str., 909, R. G. Lillner, 8th May—Saigon 4th May, Ricer—Butterfield & Swire.
 MANTULDE, German str., 831, Uldrup, 8th May—Haiphong and Hoihow 7th May, Rice and General—Jensen Co.
 MERAPI, British str., 1,490, Uldall, 8th May—Singapore 2nd May, General—Chinese.
 MONGOLIA, American str., 8,750, H. E. Morton, 8th May—San Francisco 10th April, Mails and General—Pacific Mail S.S. Co.
 TANAN, German str., 1,270, A. Roscher, 7th May—Batavia 1st May, Timber—Melchers & Co.
 SUNGKIANG, British str., 997, Mathias, 8th May—Haiphong 8th May, General—Butterfield & Swire.
 SYRIA, British str., 4,201, R. A. Peters, 8th May—London 23rd March, General—P. O. S. N. Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 May 8th.
 BOMBEY MARU, Japanese str., for Kobe.
 HONGKONG, British str., for Shanghai.
 HONGKONG, British str., for Amoy.
 HONGKONG, British str., for Calcutta.
 IYO MARU, Japanese str., for Kobe.
 KWANG, British str., for Chong.
 SYRIA, British str., for Yokohama.

DEPARTURES.

May 8th.
 CHUNGKOW, British str., Canton.
 CHUNGKOW, British str., Hongkong.
 DEVANNA, German str., for Swatow.
 FAZILKA, British str., for Yokohama.
 FEICHING, Chinese str., for Shanghai.
 GLENFALCH, British str., for Amoy.
 GREGORY, German str., for S. Port.
 HONGKONG, British str., for New York.
 SCHUTTE, British str., for Haiphong.
 SIANG, French str., for Haiphong.
 ULS, Norwegian str., for Newchwang.

PASSENGERS.

ARRIVED.
 Per *Haiching*, from Swatow, Mrs. Lyle, Mrs. E. Bauer, Mr. I. P. McFall and Mr. Schjoth.
 Per *Bombay Maru*, from Singapore, Mr. and Mrs. K. Bessio and 3 children, and Mr. S. Yoshida.
 Per *Syria*, from Hongkong, from London, Mrs. Ormiston, child and nurse, Mrs. Ratty and infant, Lieut. Christian, Mr. Butcock, Mr. Niel, Surg. Benk Hosky, from Marseilles, Mr. Holt, Mr. Morrison, from Singapore, Mr. Webb.
 Per *Devanna*, from Hongkong, from London, Corpl. Clarke, Mr. J. E. Cubitt, Mrs. and Miss Lowder, from Marseilles, Mrs. Yelding and maid, from Brindisi, Mr. A. T. Barbattine, from Bombay, Mr. G. H. Lyles, Mr. and Mrs. Dady and child, Mr. S. Kavanagh, Rev. P. Groves, from Colombo, Mr. J. W. Smyth, Mr. and Mrs. Mann and child, H. H. Prince of Russia, from Singapore.
 Per *Haiching*, from San Francisco, Miss Clyde Bartholomew, Mrs. Henry C. away, Mr. K. S. Heck, Mrs. Henry C. Jacobsen, Miss K. Paddy, Master Jas. H. Tomb, Mr. Oliver C. Wenner, Mrs. T. S. Wilson, Mr. H. S. Potter, Mrs. H. L. Constock, Mr. J. F. Constock, Mr. H. E. Clark, Miss M. Averill, Miss H. E. Averill, Mrs. G. S. Webster, Mr. and Mrs. J. F. Brady and child, Mr. Walter Bollman Dr. H. W. S. Carter, Mr. Howard E. Hopkins, Mr. T. L. Jackson, Mr. Byron E. Sumner, Miss E. L. Webster, Mrs. May S. Wess, Miss Nancy Wilson, Mrs. F. C. Snyder, Mrs. S. Merimoto, Mrs. F. Robinson, Miss C. B. Lyster, Lieut. L. F. Robinson, Miss C. B. Howell, Miss C. A. Frannagan, Mrs. R. S. Douglas, Mr. Henry C. Jacobsen, Miss C. Parmelee, Mrs. W. V. Tomb, Rev. C. S. Webster, Mrs. W. E. Woodburg, Mr. and Mrs. H. S. Haddell, Mr. E. G. Howe, Mr. and Mrs. J. C. Marony, Mrs. W. F. Wilson, Mrs. H. S. Chapman, Capt. G. B. Boardley, Mr. A. Leon and Mrs. Fred Rafen.
 DEPARTED.
 Per *Iyo Maru*, for Japan, Mr. J. H. R. Wood, Mr. W. K. Hochkiss, Dr. D. T. Olsen, Col. S. Faku, Miss Bentley, Miss Brookton, Mrs. H. Shohji, Mr. G. McMicken, Hon. Mr. and Mrs. J. C. Lister, Mr. B. J. McKay, Mr. and Mrs. Iwak and child, Miss Yamagishi, Mr. Nagayama, Mr. Oliver, Mr. T. Fuka, Nagayama, Messrs. T. Suga, T. Hiro, G. Maidons, T. Yoshida and Y. Ishibashi.
 Per *Haiching*, for London, Mr. T. L. Higham, Mr. C. F. Bird, Mr. H. Marsh, Mr. Th. Van Huut, Mr. and Mrs. Schulte, Mr. C. D. Ayton, Mr. Tanjoco, Mrs. Wilkinson and infant, Miss Wilkinson, Mrs. Balcen and 3 children, Miss Riordan, Mr. W. Goodfellow, Mr. P. Parsons, Mr. A. Hill, Mr. Gibbings, Mr. and Mrs. A. H. Harrison, Mrs. Tennant, Mrs. Reynolds, Mr. Lucien, Mr. Gonzales, Miss Burgen, Miss Fairall, Mrs. Richarme and child, Mr. W. A. Bramp Singh, Mr. Sheldon, Mrs. Y. Funatsu, Mrs. N. Kaneko, Mrs. Taka-Kishikawa, Mrs. S. Tanaka and child, Mr. N. Yoshida, Mr. A. Saito, Miss Walker, Mr. J. Peacock, Mr. W. Shane, Mr. Thos. Kerr, Mr. T. Kanada, Mr. K. Ishiwatari, Mr. T. Hirose and Mr. C. Takahashi.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SECTION.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point			
LONDON, via USUAL PORTS OF CALL ...	ORIENTAL ...	Brit. str.	—	A. L. Valentini ...	P. & O. S. N. Co. ...	On 11th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c. ...	PALAUAN ...	Brit. str.	—	C. R. Longden B.N.R. ...	P. & O. S. N. Co. ...	About 15th inst.
LONDON & ANTWERP ...	FLINTSHIRE ...	Brit. str.	—	G. C. Cundy ...	JARDINE MATHESON & Co., Ltd. ...	On 19th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c. ...	GLINTSHIRE ...	Ger. str.	k. w.	Jas. McGillivray ...	SHEWAN TOMES & Co. ...	About 31st inst.
HAVRE, BREMEN & HAMBURG ...	ARCADIA ...	Ger. str.	k. w.	Luening ...	HAMBURG-AMERICA LINE ...	On 27th inst.
ALANDS, LONDON & ANTWERP via SINGAPORE, &c. ...	C. FRED. LARSEN ...	Ger. str.	k. w.	Selmer ...	HAMBURG-AMERICA LINE ...	On 12th inst.
MARSEILLES, HAVRE & HAMBURG, &c. ...	SCANDIA ...	Ger. str.	k. w.	Knaiss ...	HAMBURG-AMERICA LINE ...	On 7th June.
MARSEILLES, HAMBURG & ANTWERP ...	MITASAKI MARU ...	Jap. str.	—	T. Mura ...	NIPPON YUSEN KAISHA ...	On 22nd inst., at D'light.
NAPLES, GENOA, ALGERES, GIBRALTAR SOUTHAMPTON ...	SITHONIA ...	Ger. str.	—	Kotze ...	HAMBURG-AMERICA LINE ...	On 13th June.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	ANDALUSIA ...	Ger. str.	—	F. v. Binsor ...	MELCHERS & Co. ...	On 15th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	PRINZ LUDWIG ...	Jap. str.	—	S. Tominaga ...	OSAKA SHOSHEN KAISHA ...	On 16th inst., at 1 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	SEATTLE MARU ...	Jap. str.	—	... ..	NIPPON YUSEN KAISHA ...	On 21st inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	INABA MARU ...	Jap. str.	—	... ..	OSAKA SHOSHEN KAISHA ...	On 28th inst., at 1 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	MEXICO MARU ...	Jap. str.	—	... ..	SANDEB, WEILERS & Co. ...	On 19th inst., at 6 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	BOHEMIA ...	Aus. str.	—	... ..	SANDEB, WEILERS & Co. ...	On 1st June.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	E. F. FREDERICK ...	Am. str.	—	... ..	THE BANK LINE LTD. ...	About 15th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	MUNCASTER CASTLES ...	Brit. str.	2 m.	... ..	DODWELL & Co., Ltd. ...	On 11th inst., at 6 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	EMPEROR OF JAPAN ...	Brit. str.	2 m.	... ..	GADANIAN PACIFIC CO. ...	On 1st June, at 6 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	MONTEAGLE ...	Brit. str.	—	W. Davison ...	THE BANK LINE LIMITED ...	On 27th June.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	OSAGANO ...	Brit. str.	—	... ..	TOTO KAISEN KAISHA ...	On 28th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	NIPPON MARU ...	Jap. str.	—	A. G. Storey ...	PACIFIC MAIL S.S. Co. ...	On 14th inst., at 1 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	NILE ...	Am. str.	—	... ..	PACIFIC MAIL S.S. Co. ...	On 21st inst., at 1 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	MONGOLIA ...	Brit. str.	1 m.	... ..	BUTTERFIELD & SWIRE ...	On 13th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	GUTHRIE ...	Brit. str.	1 m.	L. Dawson ...	BUTTERFIELD & SWIRE ...	On 15th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	TAIYUAN ...	Ger. str.	—	L. Klugkist ...	MELCHERS & Co. ...	On 25th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	CORVUS ...	Ger. str.	—	W. W. Tucker ...	GIBB, LIVINGSTON & Co., Ltd. ...	On 17th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	EASTERN ...	Brit. str.	—	Clunak ...	JARDINE, MATHESON & Co., Ltd. ...	About 30th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	ITOLA ...	Aus. str.	—	H. Fraser ...	SANDEB, WEILERS & Co. ...	On 14th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	PERSIA ...	Aus. str.	—	D. Lons ...	NIPPON YUSEN KAISHA ...	About 23rd inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	ARATON APAC ...	Jap. str.	—	M. Winckler ...	NIPPON YUSEN KAISHA ...	On 5th June, at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HIBANO MARU ...	Jap. str.	—	J. B. v. Damme Jelak ...	TOTO KAISEN KAISHA ...	On 7th June, at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	PRINZ SIGISMUND ...	Jap. str.	—	E. Mooney ...	JAVA-CHINA JAPAN LINE ...	Quick despatch.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	KUMANO MARU ...	Jap. str.	—	Benson ...	JARDINE, MATHESON & Co., Ltd. ...	On 10th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HONGKONG MARU ...	Dut. str.	—	J. B. Hickey ...	BUTTERFIELD & SWIRE ...	On 18th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	CHINPO ...	Brit. str.	1 m.	W. B. Harris ...	BUTTERFIELD & SWIRE ...	To-day, at 4 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	CHICHOW ...	Brit. str.	1 m.	Spencer Wilde ...	BUTTERFIELD & SWIRE ...	On 12th inst., at D'light.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	CHINPO ...	Brit. str.	1 m.	A. Ahlborn ...	MELCHERS & Co. ...	About 16th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	ANVUI ...	Brit. str.	1 m.	... ..	JARDINE, MATHESON & Co., Ltd. ...	On 19th inst., at D'light.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HANGSANG ...	Ger. str.	—	... ..	NIPPON YUSEN KAISHA ...	On 20th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	GOEBEN ...	Brit. str.	—	... ..	ARTHUR NIELSON & Co. ...	On 20th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	FOOKSANG ...	Brit. str.	—	... ..	NIPPON YUSEN KAISHA ...	On 22nd inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	MIKE MARU ...	Swed. str.	—	... ..	HAMBURG-AMERICA LINE ...	On 22nd inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	CYTON ...	Jap. str.	—	... ..	JARDINE, MATHESON & Co., Ltd. ...	About 1st June.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	COLOMBO MARU ...	Ger. str.	—	... ..	SANDEB, WEILERS & Co. ...	On 4th June, at D'light.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	ALBIA ...	Brit. str.	—	... ..	JAVA-CHINA JAPAN LINE ...	Quick despatch.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	MONMOUTHSHIRE ...	Aus. str.	—	... ..	OSAKA SHOSHEN KAISHA ...	On 16th inst., at 10 a.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	AFRICA ...	Dut. str.	—	... ..	DOUGLAS LARPAK & Co. ...	On 12th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	TIKINI ...	Dut. str.	—	... ..	DOUGLAS LARPAK & Co. ...	To-morrow, at 11 a.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	SOSHU MARU ...	Jap. str.	—	... ..	DOUGLAS LARPAK & Co. ...	On 12th inst., at 11 a.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	DAIJIN MARU ...	Jap. str.	2 h.	W. G. Parnotto ...	DOUGLAS LARPAK & Co. ...	On 14th inst., at 11 a.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	A. H. Stewart ...	DOUGLAS LARPAK & Co. ...	On 17th inst., at 11 a.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	J. S. Roach ...	DOUGLAS LARPAK & Co. ...	To-morrow, at 4 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	J. W. Evans ...	DOUGLAS LARPAK & Co. ...	On 14th inst., at 2 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	M. C. Smith ...	DOUGLAS LARPAK & Co. ...	On 14th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	Leak ...	JARDINE, MATHESON & Co., Ltd. ...	On 15th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	Sidford ...	THE BANK LINE, LIMITED ...	On 18th inst., at 2 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	... ..	JARDINE, MATHESON & Co., Ltd. ...	On 20th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	... ..	JAVA-CHINA JAPAN LINE ...	On 13th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	... ..	NIPPON YUSEN KAISHA ...	On 13th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	... ..	CARLOWITZ & Co. ...	On 14th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	... ..	JARDINE, MATHESON & Co., Ltd. ...	On 18th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	... ..	NIPPON YUSEN KAISHA ...	On 18th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	... ..	MELCHERS & Co. ...	Middle of May.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	... ..	BUTTERFIELD & SWIRE ...	To-day, at 11 a.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	... ..	BUTTERFIELD & SWIRE ...	On 11th inst., at 10 a.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. ...	HAICHING ...	Brit. str.	2 h.	... ..	MASSIEUX MARITIMES ...	On 22nd inst., at 9 a.m.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
 KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "ITOLA," 5,257 tons, Captain W. W. Tucker, will be despatched for YOKOHAMA and KOBE on 17th May, at Noon, to be followed on 1st June, by S.S. "MUTTRA," 4,644 tons, Captain H. Carey, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "FULTALA" will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 14th May, at Noon, followed by the S.S. "FAZILKA," on 28th May, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
 AGENTS.

Telephone No. 215.
 Hongkong, 9th May, 1912.

"SHIRE" LINE OF STEAMERS,
 LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON, ROTTERDAM & ANTWERP ...	"FLINTSHIRE" ...	On 19th May.
SHANGHAI, KOBE & YOKOHAMA ...	"MONMOUTHSHIRE" ...	About 1st June.
LONDON & ANTWERP ...	"DENBIGHSHIRE" ...	About 15th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated in midships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
 AGENTS.

Hongkong, 27th April, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF DEPARTURE
TIENSIN VIA SWATOW (TSING-)	"CHIPSHING" ...	Friday, 10th May, Noon.
TAT and WEIHAUWEI ...	"LOONGSANG" ...	Saturday, 11th May, 2 p.m.
MANILA ...	"HANGSANG" ...	Sunday, 12th May, D'light.
SHANGHAI VIA SWATOW ...	"KUTSANG" ...	Saturday, 18th May, Noon.
SINGAPORE, PENANG & CALCUTTA ...	"YUEKANG" ...	Saturday, 18th May, 2 p.m.
MANILA ...	"FOOKSANG" ...	Sunday, 19th May, D'light.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "BORNEO" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
 GENERAL MANAGERS.

Telephone No. 215, Sub. Exch. 4.
 Hongkong, 9th May, 1912.

CANADIAN PACIFIC ROYAL MAIL
 STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.

1912

"EMPEROR OF JAPAN" Sat., 11th May.

"MONTEAGLE" Sat., 1st June.

"EMPEROR OF INDIA" Sat., 22nd June.

"EMPEROR OF JAPAN" Sat., 13th July.

Steamships leave HONGKONG at 6 p.m.

THE SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st class, via Canadian Atlantic Ports or New York \$71.10

Intermediate Steamship "Monteagle" \$43 " \$45.

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE," or via Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Ministers, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China.

Corner Pedder Street and Prave opposite Blake Pier.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	Noon	Freight and Passage.
	Capt. W. B. Hickey	9th May.	
LONDON VIA USUAL PORTS	ORIENTAL	Noon	See Special
OF CALL	Capt. A. L. Valentini	11th May.	Advertisement
LONDON and ANTWERP	PALAWAN	About	Freight and
VIA SINGAPORE, PE	Capt. C. R. Longden	15th May.	Passage.
NANG, COLOMBO, PORT			
SAID and MARSEILLES			

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th May, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 9th May, 11 A.M.
SHANGHAI	"CHINHUA"	On 9th May, 4 P.M.
HAIPHONG	"SUNGKIANG"	On 11th May, 10 A.M.
SHANGHAI	"ANHUI"	On 11th May, 4 P.M.
MANILA, CEBU and ILOILO	"KAI FONG"	On 14th May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 15th May, Noon.
WEIHAIWEI & TIENTSEN	"HUICHOW"	On 18th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	"GUTHRIE"	On 15th May, 4 P.M.
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AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidsides; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAI FONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS [8-608]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 31st May.	On 25th May.
EMPIRE	On 28th June.	On 22nd June.
ST. ALBANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCOW

AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN

LEAVING

"HAICHING" ...	Capt. W. C. Passmore	FRIDAY, 10th May, at 11 A.M.
"HAIYAN" ...	Capt. J. S. Roach	TUESDAY, 14th May, at 11 A.M.
"HAIYANG" ...	Capt. J. W. Evans	FRIDAY, 17th May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ...	Capt. A. H. Stewart	SUNDAY, 12th May, at 11 A.M.
		WEDNESDAY, 15th May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 9th May, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS-GESellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA ...	29th May.
S.S. SEGOVIA ...	6th June.
S.S. SILESIA ...	20th June.
S.S. FURST BUELOW	27th June.

For Further Particulars, apply to—

HOMEWARD.

For HAVRE, BREMEN and HAMBURG:

S.S. C. FERD. LAEISZ	12th May.
For ROTTERDAM, HAMBURG and ANTWERP:	
S.S. ARCADIA ...	27th May.
For MARSEILLES, HAVRE and HAMBURG:	
S.S. SITHONIA ...	30th May.
For HAVRE, BREMEN and HAMBURG:	
S.S. SCANDIA ...	5th June.
For MARSEILLES, HAMBURG and ANTWERP:	
S.S. ANDALUSIA ...	13th June.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th May, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, NOON.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greens	TUESDAY, 25th July, at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 28th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 16th May, at 1 P.M.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,069	TUESDAY, 23rd July, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco:—
From Manila ... G. \$130.00
From Hongkong, Shanghai and Keelung ... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama ... G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Steerage Passengers, situated AMIDSIDE. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Wools and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 12th May, at Noon.
ANPING VIA SWATOW, AMOY and TAKAO	"SOSHU MARU"	THURSDAY, 16th May, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 22nd May, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

THURSDAY, 9th MAY, 1912.

8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."8 a.m. "HONAM."
5 p.m. "KINSHAN."

FRIDAY, 10th MAY, 1912.

8 a.m. "HONAM."
10 p.m. "KINSHAN."8 a.m. "HEUNGSHAN."
5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 12th MAY.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLSANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

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SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CEYLON"	9,000	On 20th May

For Freight and Further Particulars, apply to

Telephone No. 171.

ARTHUR NILSSON & CO.

YORK BUILDINGS, Top Floor.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ORIENTAL ...	5234	May 11	MALWA	11000	June 8	June 14
DEVANHA	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA ...	7000	June 22	MOREA	11000	July 20	July 26
ASSAYE	7500	July 6	MARMORA ...	10000	Aug. 4	Aug. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " 72.12 " 107.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
PALAWAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26
SIMLA	6000	July 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE.

FARES TO LONDON:

1st SALOON £55.00 SINGLE £82.10 RETURN.

2nd " 53.10 " 80.10 "

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

1036

TEPLITZ WATER

A most delicious TABLE-WATER for the HOT SEASON:

\$18 PER CASE OF 100 PINTS.

General Agent for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 3rd May, 1912.

GUSTAV FEILER,
NETZSCHKAU i. VGTL,
MANUFACTURER OFWORSTED GOODS, WOOLLEN
and UNION CASHMERES.

General Agent for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 3rd May, 1912.

Hoehl Extra Dry
gout americainSole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 3rd May, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.The Parcel Post system to the following places in China is for the present
suspended: Hupeh, Hunan and Tientsin.
The Oriental, with the Siberian Mail, is due to arrive here to-morrow.

FOR	PER	DATE
Haiphong and Pakhoi	9th	8.00 A.M.
Haiphong and Pakhoi	9th	9.00 A.M.
Haiphong and Pakhoi	9th	10.00 A.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Thursday	9th, 11.00 A.M.
Swatow	Thursday	9th, 11.00 A.M.
Macao	Thursday	9th, 1.15 P.M.
Shanghai and North China	Thursday	9th, 3.00 P.M.
Swatow, Amoy, Formosa and Foochow	Friday	10th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	Friday	10th, 11.00 A.M.
Swatow, Tientsin, Weihaiwei and Tientsin	Friday	10th, 1.15 P.M.
Macao	Friday	10th, 3.00 P.M.
Philippine Islands	Saturday	11th, 9.00 A.M.
Haiphong and Pakhoi	Saturday	11th, 9.00 A.M.
SWATOW, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, BOYD AND EUROPE VIA BRINDISI	Friday	10th, 10.00 A.M.
(Late Letters 11.00 to Noon. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail)		
(Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
The Parcel mail will be closed to-morrow, at 5 P.M.		
Philippine Islands	Saturday	11th, 1.15 P.M.
Macao	Saturday	11th, 3.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN, UNITED STATES, SOUTH AMERICA AND CANADA VIA VAPOUR	Friday	10th, 11.00 A.M.
(EUROPE VIA SIBERIA)		
Swatow, Shanghai and North China	Saturday	11th, 9.00 A.M.
Swatow, Amoy and Formosa	Saturday	11th, 11.00 A.M.
Swatow	Sunday	12th, 9.00 A.M.
Straits and India via Bombay	Sunday	12th, 9.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	Monday	13th, 11.00 A.M.
Swatow, Amoy, Formosa and Foochow	Monday	13th, 11.00 A.M.
Straits and Burma	Monday	13th, 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HON- GKONG, UNITED STATES, CANADA AND SOUTH AMERICA VIA SAN FRANCISCO	Monday	13th, 11.00 A.M.
(EUROPE VIA SIBERIA)		
Philippine Islands	Tuesday	14th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	Tuesday	14th, 11.00 A.M.
Swatow	Tuesday	14th, 11.00 A.M.
SWATOW, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, BOYD AND EUROPE VIA BRINDISI	Tuesday	14th, 11.00 A.M.
(Late Letters 11 to 11.30 A.M. Extra postage 10 cents)		
Straits, and India via Calcutta	Tuesday	14th, 11.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS.

	May 8th.
ON LONDON—	
Telegraphic Transfer	111 1/2
Bank Bills, at demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credits, at 4 months sight	111 1/2
Documentary Bills, at 4 months sight	111 1/2
ON PARIS—	
Bank Bills, at demand	251
Credits, at 4 months sight	251 1/2
ON GERMANY—	
Bank Bills, at demand	204
ON NEW YORK—	
Bank Bills, at demand	48 1/2
Credits, at 60 days sight	48 1/2
ON HONGKONG—	
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2
ON SHANGHAI—	
Bank, at night	22 1/2
Private, 30 days sight	22 1/2
ON YOKOHAMA—	
On demand—	27 1/2
ON MANILA—	
On demand—	85
ON SINGAPORE—	
On demand—	119 1/2
ON BATAVIA—	
On demand—	14 1/2 p.m.
ON SAIGON—	
On demand—	76
ON BANGKOK—	
On demand—	110.00
GOVERNMENT, Bank's Buying Rate	\$102.40
GOLD LEAF, 100 fine, per tael	\$152.40
SILVER, 100 fine, per tael	\$72.40
SUBSIDIARY COINS.	
Chinese, 20 cents piece	\$7.68 discount.
Chinese, 10 " "	\$7.67
Hongkong, 20 " "	\$7.52
Hongkong, 10 " "	\$7.94

MAILS VIA SIBERIA.

London	Shanghai	Due
April 20th.	May 7th.	
April 24th.	May 10th.	

OPIUM.

	May 7th
Quotations are:—	
Malwa New	\$3,325/3,350 per picul.
Malwa Old	\$3,340/3,375 "
Malwa Older	\$3,340/3,375 "
Malwa V. Old	\$3,325/3,350 "
Persian fine quality	\$1,500 "
Persian extra fine	\$2,800 "
Panna New	\$3,675 per chest.
Panna Old	\$3,475 "
Banars New	\$3,550 "
Banars Old	\$3,425 "

TO-NIGHT

9 P.M.—The Great Raymond at the New
Royal.

9.15 P.M.—R. G. Knowles at the Theatre Royal.

PORTFOLIO EVENTS.

Monday, 13th May—Second Annual General
Meeting of Anglo-Java Estates, Ltd., at
No. 10, Canton Rd., Shanghai, 4 P.M.Tuesday, 14th May—Twenty-third Annual
Meeting of Club Hotel, Ltd., Yokohama,
5.30 P.M.Wednesday, 15th May—Extraordinary General
Meeting of The Hongkong and Whampoa
Dock Co., Ltd., Noon.Wednesday, 15th May—Second Annual General
Meeting of Java Consolidated Rubber and
Coffee Estates, Ltd., at No. 10, Canton Rd.,
Shanghai, 4 P.M.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru* sailed
from Honolulu on the 23rd April for
Hongkong, and is expected to arrive at
this port on the 14th May.The T.K.K. str. *Tenyo Maru* sailed
from San Francisco on the 24th April for
Hongkong, and is expected to arrive at
this port on the 25th May.The P.M. str. *Persia* left San Francisco
on the 4th May, for Hongkong, via Hon-
olulu, Yokohama, Kobe, Nagasaki, Naga-
saki and Shanghai, and is due to arrive
at this port on the 1st June.The I.G.M. str. *Prinz Sigismund* left
Sydney on the 4th May, at 11 a.m., and
may be expected here on or about the
27th May.

THE CANADIAN MAIL.

The C.P.R. str. *Monticello* left Van-
couver, B.C. for Hongkong (via usual
port of call) on the 2nd May, a.m.

THE GERMAN MAIL.

The I.G.M. str. *Goeben*, carrying the
German mails with dates from Berlin left
Colonbo on the 5th May, a.m., and may
be expected here on or about the 16th
May, a.m.

THE MERCHANT STEAMERS.

The Apar str. *Arratoon* from
Calcutta left Singapore on the 3rd May,
p.m., and may be expected here on or
about the 9th May.The str. *Polevera* left Singapore for
this port on the 3rd May, and may be
expected here on or about the 9th May.The "Mogul" Line str. *Lothian* left
United Kingdom on the 13th ult. for
Hongkong via the Straits.The Russian str. *Peter Berg* left Vladivo-
stok via Moji on the 30th April for this
port, and is due to arrive here on or
about the 10th May.The O.S.K. str. *Seattle Maru* from
Tacoma will leave Manila for this port on
the 18th May (2 days later than scheduled).The "Ben" Line str. *Banavitch*, from
Latakia and London, left Singapore on the
6th May, for this port.The T.K.K. str. *Hongkong Maru* sailing
from Calcutta on the 27th inst. for Hong-
kong, and is expected to arrive at this
port on the 14th May.The str. *Ceylon* left Suva on the 22nd
April, and is expected to arrive here on
or about the 20th May.INDO-CHINA STEAM NAVIGATION CO., LTD.
Suisang, from Calcutta, is due in Hong-
kong 7th May.

SHIRE LINE.

Monmouthshire, from London, is due in
Hongkong 3rd June.BRITISH INDIA STEAM NAVIGATION CO., LTD.
The str. *Muttra* is due here on the 28th
from Japan, and leaves on the 29th for
Bangkok via the Straits.

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, 1911. With Index. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 26th March, 1912.

"The highest attainment in wall decoration."

Hall's Distemper gives the artistic impulse and is the means of
securing beautiful and healthful homes.

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SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 8th, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	LOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$835, sales
China Bank Corporation, Limited	60,000	\$12	all	\$10, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.75
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, sales
COTTON MILLS.				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
DOCK AND WHARF.				
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$56, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$46, buyers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 87 1/2
Green Island Cement Co., Limited	400,000	\$10	all	\$24, sal. & buy.
Hongkong Electric Co., Limited	60,000	\$10	all	\$22, x. div. buy.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$25
Manila Metropole Hotel Limited	15,000	Pn. 10	all	\$58
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$205
Hongkong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$18
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$215, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132
China Traders Insurance Co., Limited	24,000	\$133.33	\$25	\$110
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 140
Union Insurance Society, Limited	12,000	\$250	\$100	\$215
Yongtze Insurance Association, Limited	12,000	\$100	\$50	\$18, x. div.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$105
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53
Maatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 70
MINING.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$5
Tronoh Mines, Limited	160,000	\$1	all	\$5
Heawood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	\$4.60
Reas Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$12 1/2
Peak Tramways Co., Limited	50,000	\$10	\$1 1/2	\$1.20
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$104, buyers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$34
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10, sales
Douglas Steamship Co., Limited	20,000	\$50	all	\$25, buyers
Hongkong, Canton & Amoy S.S. Co., Ltd.	30,000	\$15	all	\$27, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, 1/2 don
Shell Transport & Trading Co., Limited	60,000 def.	\$5	all	\$65, 1/2 don
Star Ferry Company, Limited	2,500,000	\$1	all	\$16 1/2
South China Morning Post, Limited	10,000	\$10	all	\$32, buyers
Steam Laundry Company, Limited	10,000	\$10	all	\$22
Stones and Dispensaries.	20,000	\$5	all	\$52, sellers
STOCKS AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$6, buyers
Watkins, Limited	10,000	\$10	all	\$10
A. S. Watson & Co., Limited	90,000	\$10	all	\$5
Weismann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Papiers et Papeteries du Tonkin	13,200	\$50	all	\$37 1/2, sellers
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 only.	\$10	\$4	\$10
Union Waterboat Co., Limited	100 shares	\$10	all	\$300
Union Waterboat Co., Limited	50,000	\$10	all	7 1/2, sal. & buy

Daily Wire

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

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